

Mobility

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Mobility

Mobility is a critical component to the success of achieving Eastwood's vision for a village form. This plan element considers mobility and its influence on development patterns within the Village Center as well as the Outlying Village. The mobility plan element also evaluates the various transportation modes and the role they can play in strengthening the village form. Key mobility issues were identified as part of the planning process based on the four primary travel modes —auto oriented, bicycle, pedestrian, and transit. Information has been provided to define the specific issues associated with each mode and support the subsequent recommendations.

Auto Oriented

Mobility issues relating to the automobile and its influence on the physical form of Eastwood can be separated into two general categories—Village Center and Village Outlying. As the prescribed land use pattern for these areas has varied, so will the appropriate application of the mobility components.

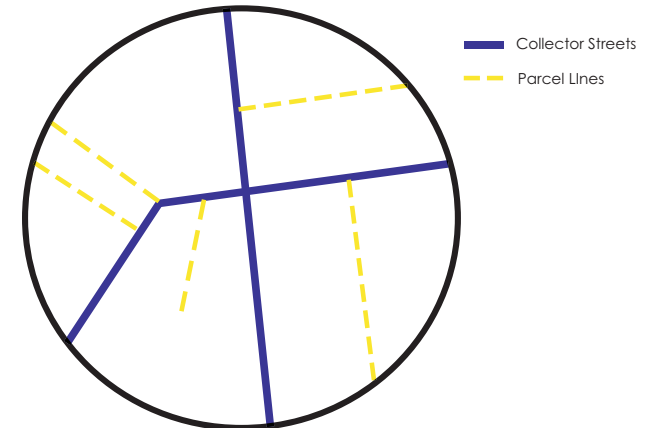
Village Center

Eastwood's existing roadway network is indicative of the area's historic development. Over time farm drives have become lanes then country roads, as development slowly moved into the area. Many intersections are contem-

FIGURE 5

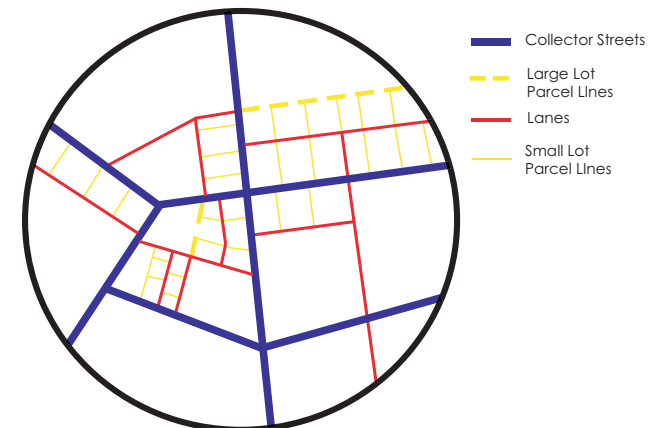
Creating Character and Connectivity

Scenario 1



Collector streets and large lots facilitate spreading development, a loose sense of character, and a lack of connectivity.

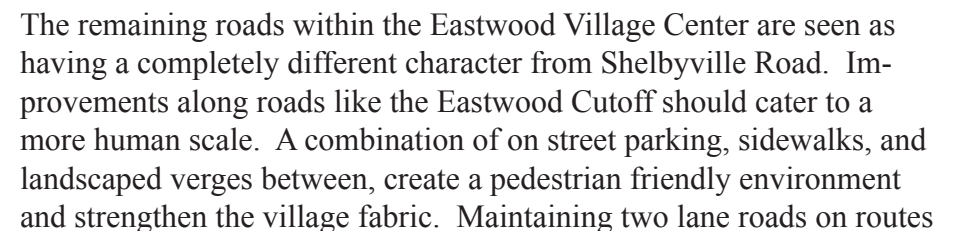
Scenario 2

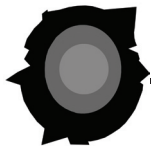


A system of collector streets and lanes increases connectivity, promotes a consistent character and scale of development, and creates a distinctive hierarchy of spaces.

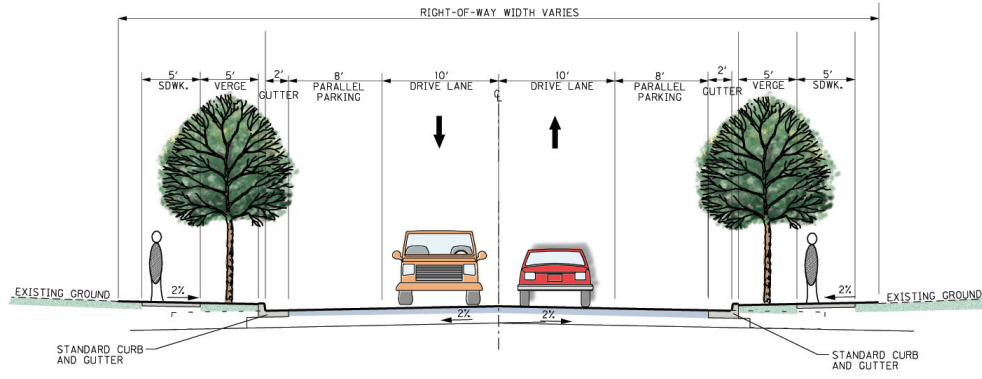


The geometry and character of Shelbyville Road varies greatly as you travel along its length from the rural to more urbanized areas it serves. Shelbyville is currently a two lane road from the Shelby County line to just west of Eastwood where it transitions into a five lane road (two through lanes each direction with a shared, center left turn lane.) Future improvements to Shelbyville Road will have a significant impact on the character of the Eastwood Village Center. The recommendation to improve Shelbyville Road to three lanes through Eastwood has been made to strike a balance between capacity and the community's desire to maintain the rural character of the area. This recommendation acknowledges that the speed and volume of traffic on Shelbyville will be considerably higher than other roads within the center and the adjoining land uses will have a greater dependency on automotive traffic. This recommendation also recognizes that Shelbyville Road is Eastwood's front door and future improvements along the corridor should promote and protect the village character.

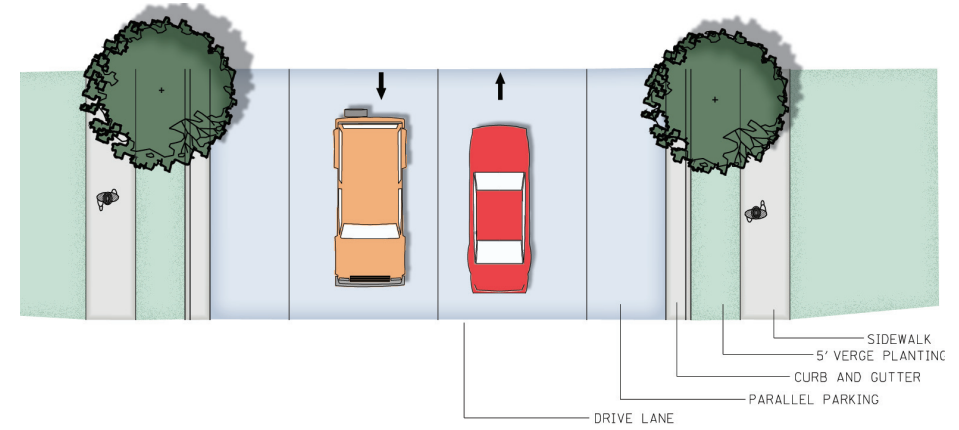




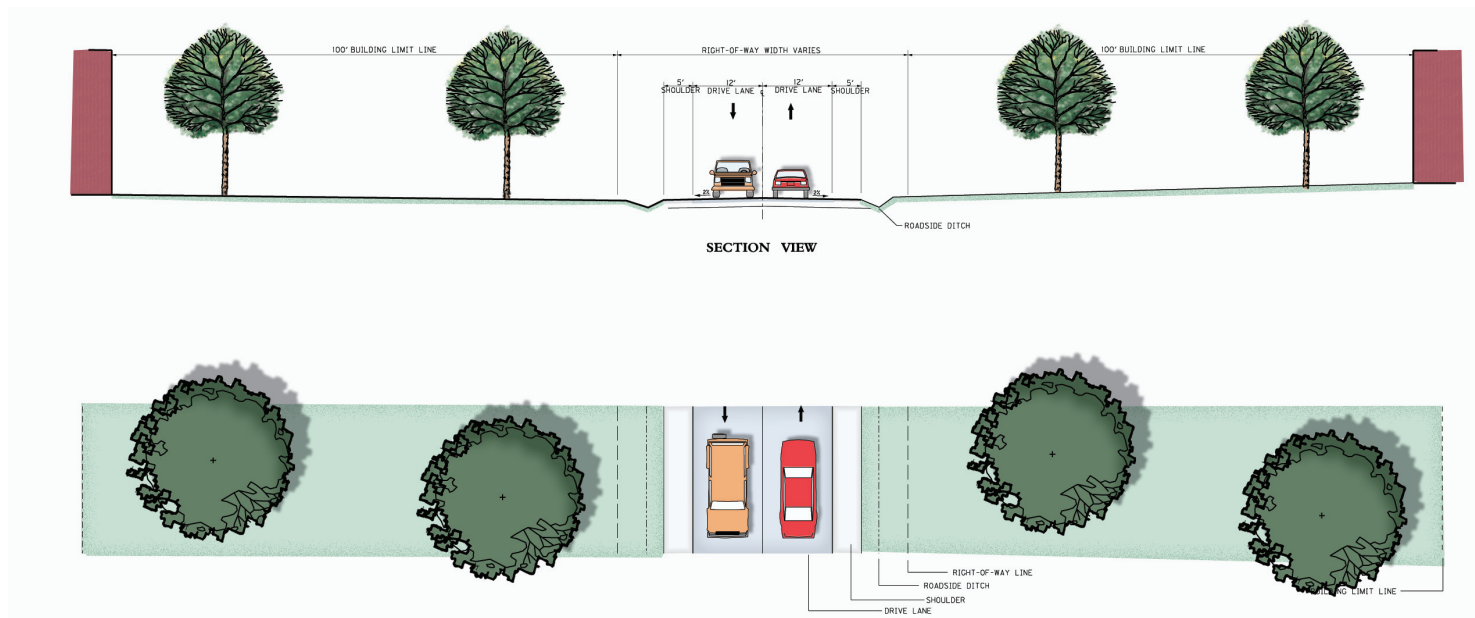
MOBILITY



Cut-Off Road proposed section view



Cut-Off Road proposed plan view



Eastwood Fisherville Road proposed section



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extending beyond the core increase circulation while retaining the small-town character. Proposed greenways provide an alternative to traditional sidewalks and facilitate pedestrian access along the existing routes. Vehicular and pedestrian pathways converge within the village and provide residents with access to community resources and reinforce the neighborhood character.

The possibility of a future interchange at Interstate 64 between Blankenbaker Parkway and Simpsonville is under consideration by the Kentucky Department of Transportation. The location of such an interchange will severely alter traffic patterns in the area, not only along the Shelbyville Road corridor but also along whichever collector road a future interchange connects to. Locating the interchange east of Eastwood would have two beneficial results. It would help reduce the amount of traffic on Shelbyville Road traveling westbound through Eastwood to access the interstate system, and it would locate access nearer to where future growth is anticipated to occur. Locating the interchange at or west of Eastwood will require greater lane capacity that would severely alter the rural character of Gililand Road or Eastwood-Fisherville Road. The proposed 3-lane section for Shelbyville Road would also need to be re-evaluated should an interchange be sited anywhere but east of Eastwood.

Bicycle/Pedestrian

Connectivity is fundamental to the village form concept, allowing residents the ability to easily travel between the Village Center and the outlying areas. A key component to achieving connectivity within the village is to provide a variety of systems that offer modal choice, including systems to accommodate bicycles and pedestrians. While such systems should be provided throughout Eastwood to ensure connectivity, the form of these systems can vary to reflect the differing characteristics of the center and the Outlying Village.

Within the Village Center the typical road section accommodates both automobile and bicycle traffic. On-street parking serves a mix of uses along the street while slowing traffic and providing a buffer between vehicular



Eastwood town center currently lacks pedestrian and bike access.

and pedestrian traffic. A modest “verge” or landscape strip separates the roadway from the sidewalk. The sidewalk serves many uses, not only providing a pedestrian path but a place for seating, outdoor dining, or message boards.

Transit

Eastwood currently has no transit service, with TARC route 61 to Beckley Station being the most eastern service to the area. As the Village Center develops, transit will become more viable as a means of travel to and from Eastwood. Provisions should be made for transit in the Village Center at major intersections along Shelbyville Road in conjunction with pedestrian crossings.

Community Facilities

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Eastwood supports a wide variety of community facilities and religious institutions that add character and strength to the community. While the majority of these uses are located in the Village Center, some, like Primitive Baptist Church, are scattered throughout the Outlying Village. Each community facility has a unique physical form reflecting both the use and the history and traditions of the users. These unique characteristics are currently viewed as an attribute to the community, collectively helping to shape the character of Eastwood.

Community Facilities Design Concepts

The community facility recommendations are intended to preserve and enhance the village character within both the center and the Outlying Village. Design standards have been recommended for community facilities, allowing each facility to maintain its identity while ensuring compatibility with the surrounding village pattern.



United Resurrection Methodist Church



Eastwood Christian Church

Recreation/Open Space

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Eastwood appears to be well served by existing park and open space facilities. There is currently one park, Eastwood Park and Community Center, located within the Eastwood village boundary. However, there are additional parks and green space areas just outside the boundary lines. These include William F. Miles Park, Valhalla Country Club, Long Run Park, and the Floyds Fork corridor. Recommendations pertaining to recreation and open space have been made to take advantage of the rich and varied resources already available to Eastwood residents and support the village form concept.

Linking Existing Resources

The recreational areas in Eastwood are consistently used by the residents of the community. Establishing ways to connect the existing parks and the surrounding neighborhoods will strengthen the sense of community already present in these existing facilities. Creating pedestrian connections to the surrounding parks and to the Eastwood Park would offer access to a much larger open space system. Additional study is needed however, to determine what links are of value and to layout specific routes for each. Future greenway/trail connections should occur only in connection with future development and consider private property rights.

A greenway master plan for Eastwood would



Eastwood Park and community center

pinpoint areas for future greenway access to create a cohesive system that will unify the area's parks and open space and help to bring the community together for civic activities.

The Louisville Metro Parks Department recently announced a city-wide initiative called the 'City of Parks'. The purpose of the 'City of Parks' is "to build upon the Olmsted tradition of excellent parks and parkways that exist inside the Watterson Expressway, and extend that vision to the rapidly developing areas outside the Watterson", according to Mayor Jerry Abramson. The initiative includes development of a 100- mile hiking and bicycling trail around Louisville's perimeter. A portion of this trail is proposed along nearby Floyd's Fork. Connections between the county-wide trail and the greenway system of Eastwood would open the area to the broader community and should be addressed as part of the greenway master plan for Eastwood.



Strengthening the Village Form

One of the common themes seen in villages throughout the country is an emphasis on green space and its role in creating a sense of place for the community. Open space is often used as a community gathering point, such as a village square or green. It also plays an important role in helping to create a discernable edge, separating the village from the surrounding landscape.

The Land Development Code recognizes several forms of open space including: spaces for outdoor recreation; for natural resource protection; for aesthetic, cultural, and educational purposes, and; for the managed production of resources. Within the village, each form of open space should be designed to contribute to the village form. For example, open space located within the Village Center should take on a more urban form such as squares, greens, and plazas. In the outlying village however, the use of green space can be used to maintain the rural atmosphere. Larger parks, sports fields, preservation areas, and greenways all are forms of open space that can contribute to the outlying village form. Such uses can provide open space buffer where existing vegetation can be preserved and can also provide a definitive edge to the boundary of the village.



Floyds Fork (Photo courtesy of www.floydsfork.org)



Rolling landscape typical of the area in and around Eastwood